We are now ready to release details for the forthcoming Schematic Mapping Workshop. Co-organised by the University of Essex and TU Wien, it will be held at TU Wien, Austria, in April 2019. If you have a professional or academic interest in schematic mapping, or transit mapping in general, then do consider attending or even submitting a paper. Submissions commence September 2018, and registration from December 2018. The website for the previous workshop, held in 2014, is here, and its papers and presentations are available for downloading.

Dates for your diary

- The second Schematic Mapping Workshop will be held on 11th/12th April 2019, at TU Wien, Austria. Details on submissions and registration will be given on the workshop website and the program will be announced once it is finalised.
- I will be giving a short talk on Mapping Brexit for the University of Essex Innovation Series on Wednesday 1st August 2018, 16:00 to 17:00, at the Parkside Office Village. Sietske de Groot, researcher for the maps, will be available to answer questions on Brexit issues after the talk (during refreshments). There will also be a display of maps. Tickets can be booked here.

Web page news

- Check the new website of the Schematic Mapping Workshop for details of its terms of reference and the program committee. In due course we will be adding information on submission procedure, program, registration, and venue/accommodation, along with photographs and illustrations.
- On the day of dispatch of this newsletter, people in Amsterdam will be waking up to the biggest revisions to their transport network in decades. A new metro line is commencing operation, and the majority of tram services are being modified (unfortunately with some withdrawn sections of track). I have set up a special Amsterdam web page for an overview and analysis of what is going on.

Map of the Month: Amsterdam: From Tramageddon to Metromorphosis?

Usually my Map of the Month has not featured in any previous newsletter, but occasionally I have revisited a network if the changes are so great that the revised version is effectively new. Returning to Amsterdam so soon after it featured in Newsletter 49 (November 2017) might be a surprise, but the commencement of services on 22nd July of the new North-South metro (Line 52) coincides with a reorganisation of most tram routes on a scale not seen in the city for decades.

Of course, Amsterdam won’t be the first network to undergo major upheavals, but the clever trick is to make sure that these are implemented smoothly. The New York City Subway Chystie Street connection commencement was famously mishandled in 1968, with insufficient passenger information and staff training. The more recent Thameslink disaster was even worse, with management collectively deluding itself into believing that it could somehow muddle through with the inadequate measures it was taking, irrespective of setbacks, and despite all indicators to the contrary.

It will be a marvelous exercise in logistics if the Amsterdam changes proceed without a hitch, but there is a certain degree of controversy as to whether these are desirable or even necessary, and the local operator has been less than helpful by releasing pre- and-post changes tram-metro maps with completely revised

...
tram route colour-coding, making direct comparisons between old and new difficult. With this in mind, my first revision to the Amsterdam concentric-Us map is to use the old tram route colours with the new services. This is the version shown in this newsletter. Other versions will be available on the website.

The local operator has attempted to justify the changes by claiming that they are necessary to bring the old network up to date, with the current cobweb-style service pattern to be streamlined to conform to a modern herringbone model. The problem is that, once the changes are analysed in detail, neither description seems to apply particularly well to the network, before or after, leading to an inevitable suspicion that these descriptions are merely whitewash, obfuscating service cuts, and also rationalisation, in the background.

Let’s hope that Amsterdam Metromorphosis proceeds more smoothly than the Thameslink disaster in London. I will add links to relevant news stories on my Amsterdam web page. I am currently involved in an exciting secret project, but Map of the Month for August might give a clue as to what it is about. Subscribe to my newsletter at www.tubemapcentral.com and see if you can guess.